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# Maclean's



CANADA'S  
NATIONAL  
MAGAZINE

•  
TORONTO  
SEPTEMBER 1  
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Beginning:

## "Lesson for a Lady"

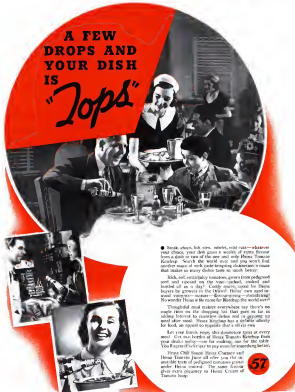
By  
Eleanor DeLamater



Australia  
Makes Ready

By Michael Terry

# A FEW DROPS AND YOUR DISH IS "Tops"



● Steak, chicken, fish, stew, vegetable, cold cuts—whatever your choice, your dish goes a wealth of ways. Forget from a dish or two of the one and only House Thomas Kitching. Search the world over and you won't find another source of such wide tempting deliciousness as what that make us every dish taste so much better.

Kick, soft, vinegary tomatoes, grown from pedigreed seed and ripened on the vine—pink, red and loaded all in a day! Cauterize, used for their buyers be grown in the United States—now aged in small vineyards—mature—discouraging—distilling! No wonder House is the most for Kitching the world over!

Thoughtful and modern everywhere you there's no single item on the shopping list that goes so far in adding interest to everyday dishes and in giving to food after meal. House Kitching has a definite ability for food, an impact to require that a visit is one.

Let your lunch, supper, fish, whatever treat at every meal. Get two bottles of House Thomas Kitching from your kitchen today—use for making, use for the table. You forget to require to pay another something better.

Three Old House House Thomas Kitching and House Thomas Kitching will give you the same lovely taste of pedigreed tomatoes grown under House control. The same House Kitching extra virginity as House Kitching of Thomas Kitching.

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## "Incomepeeps"

IT IS remarkable how, in the months preceding an election, endless delay, post office become congested, rivers and small harbours fill up and when no collapse.

So it becomes necessary that governments, just before elections, are compelled to report millions of dollars on existing buildings, dredging costs and small harbours, and building wherever.

The Halifax Herald, with all its blarney, said such conduct was "pork barrel politics" and refers to some amount of a proposed expenditure of \$171,000 on new grain galleries in connection with the R.M. for election. "When the Nova Scotia Transportation route is not getting enough support what to keep the papers from showing to death."

In Montreal, the public is informed that the Government is going to put up \$1,840,000 to build a new C.N.R. terminal.

In Toronto, the public is informed that the Government is going to put up several tens of millions for public works.

The Government, in reality, isn't going to put up one cent. Governments have no money. They are the people's money.

The individual and business taxpayers of Canada are going to make up to us government conductors, as has always been the case, on loan about what has been done for this, that and the other actions of the country.

Someone coined the word "Incomepeeps" to describe people who spend more than they earn.

The taxpayer who sits in apathy while politicians leech his money for the ostensible purpose, is also an incomepeep.

Don't be fooled by talk of "Government spending." It's your money that is being spent.

## He Kept His Head

IN CONTRAST to the nation's tragic record of weekend and holiday fatalities, there is the story of Jack Caravan, a Toronto sportsman.

Crossing Lake Simcoe, Caravan's motor launch filled with water and sank. There were nine persons on board, six youngsters and three adults. And a dog. In the five seconds which elapsed before the boat foundered, Caravan

placed 15 floats on the children and lowered them into the water. The youngsters followed, with floating cushions. Caravan instructed them to hold hands so that they would not drift apart. He told stories to the children, got them singing. By high, drifting across the party was found about five hours. Caravan told: But they kept together and were rescued by a searching launch. The day was saved, too.

Last week, Mr. Caravan gave a party to celebrate their rescue, presented each of the rescued with a memento signifying their escape.

There would have been no party, and those would have been nine fatalities, if Jack Caravan had not kept his head.

Blackout to Mr. Caravan

## Fitness to Drive

IN SPITE of efforts to educate the motoring public, in spite of stiffer penalties for careless and negligent driving, the toll of deaths and maimings keeps mounting.

In Ontario, suggestions that all drivers should be periodically examined for physical and mental fitness to operate a car have been opposed on the ground that motorists in general would resist it.

Motorists in general, and the public in general, also resent the idea of being slaughtered or maimed by a lout.

Certainly drivers responsible for accidents ought to be examined. If they fail in what should be rapid tests, then their licenses should be revoked until they have recovered the acuity to see that they have learned to drive in a manner conducive to public safety. If they haven't the physical ability or the mental stability to learn safe driving, then they should be denied the slip of paper which makes it lawful for them to operate a vehicle on crowded streets and cross highways.

Collection of license fees does not end the responsibility of the provincial governments. The building of speed-altering roads does not make them obligate to the law-enforcing police. The elimination of unlicensed motorcyclists also is their duty.

## Maclean's Editorial



## Shade of Simpson

NINETEEN EIGHT years ago, on May 14, 1840, Sir George Simpson, governor of the Hudson's Bay territories, left Lachine, Quebec, to express (once). He reached Fort Garry on June 15, left on July 2 and arrived at Fort Vancouver on August 25.

Continuing this trip, Simpson went on to Yerba Buena (San Francisco), Honolulu, Hobe, Siberia, Moscow, St. Petersburg and thence to London. The entire journey occupied nineteen months twenty-one days. But this paragraph is made from the press. While in

A month or two ago, Ashley Cooper, present governor of the Hudson's Bay Company, covered more than 5,000 miles in the Northwest Territories in one week. In one day the governor and his party visited nine of the company's posts and covered more than 1,000 miles.

The voyage makes the dramatic difference. Not only for government, but for factors and employees, too. They are far away but the longer delayed. They receive orders far from by radio and needed supplies by air.

The shade of George Simpson must, on occasion, raise his eyebrows.

## War of Nerves

FOR MANY months the governments of Germany, Italy and Japan have been waging an agonizing Great Britain and the Empire.

A War of Nerves

By intensive propaganda, boasts of armed might, repeated armament and threats, a physical attack is being made upon the morale of the British people.

The first object is to so undermine the nervous system of John Bull that he will not be too quick to fight, or else be a demoralized, inefficient foe.

The second object is to frighten the Dominions, and especially Canada, out of the Empire.

The people of Great Britain are not so naive of hypnotism.

Neither are the people of Canada.

But it is well to repeat the warning that getting the picture wrong, halting the buyers of the propaganda chink of the Axis powers













































# New! BIG Beautiful CAB-OVER-ENGINE TRUCKS



Model D-500  
Nominal gross weight rating 18,000 lbs.  
Model DR-700  
Nominal gross weight rating 24,000 lbs.  
A variety of wheelbase lengths and three types of final drive.

Here's a first view of the new International heavy-duty cab-over-engine trucks!

International Harvester brings you a product of new and superior design — a new high in cab-over-engine efficiency — a traffic-type truck that will soon be the talk of the industry.

**STYLING and LINES**—let this picture and your first sight of the trucks themselves be Exhibit A.

**BASIC DESIGN**—the International Models D-500 and DR-700, like the popular D-300, are true engine-under-seat units, engineered from stem to stern for full cab-over-engine efficiency. Ideal  $\frac{1}{2}$ - $\frac{3}{4}$  load distribution, for tractor or straight truck operation.

**DRIVER COMFORT, EASY RIDING, VISION, SAFETY**—a genuine surprise is in store for every man who takes

the wheel and tests the superb spring-suspension in these new trucks.

**ACCESSIBILITY**—all minor repairs easily handled through floor and from underneath. Major overhaul made surprisingly easy.

**MECHANICAL EXCELLENCE**—by International Harvester.

Inspect and drive a D-500 or DR-700 yourself—or assign your most experienced driver to a test-tryout. Put the truck through its paces and compare it with all competition. Then render a verdict as frankly as you like. What we mean is—we're really got something here in these new cab-over-engine Internationals!

See the nearest International Dealer or Branch.  
INTERNATIONAL HARVESTER COMPANY  
HAMILTON OF CANADA, LTD. ONTARIO



Enter the handsome, spacious cab of this International—take the individual styling—blend bus-type seat—all set for a ride-drive that will be a revelation to the experienced truck driver.



New vision, maneuverability, and safety ride with the operator of these new cab-over-engine Internationals. Perfectly placed controls and wide view of the road give a new and genuine sense of comfort and efficiency.

# INTERNATIONAL TRUCKS